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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)/Czechoslovakia

DATE DISTR. 27 December 1950

SUBJECT Construction of Railroad Lines and
Roads in the Aue Uranium Area

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(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. The construction of a second track on the Aue-Schwarzenberg-Johann-Georgenstadt-Karlshad line has been under way at an accelerated rate since the spring of 1950. This line previously was a branch line with many curves and was capable of carrying only trains of medium length and weight. Along most of its course it paralleled National Highway No 296 which runs along the valley of the Schwarzwasser River. The ascent from Schwarzenberg, which is 500 meters above sea level, to Johann-Georgenstadt, at an altitude of 750 meters, necessitates a shifting of the roadbed at many points, elimination of curves, construction of bridges, and construction of railroad station facilities in addition to other construction. The line is to be converted into a main line connecting the Zwickau industrial area and the Aue uranium mining district with Czechoslovakia. * National Highway No 296 connecting Schwarzenberg and Karlshad was being torn up. It was to be widened 2 meters, streightened, and surfaced with cobblestones. ** Four or five underground telephone cables, consisting of 65 strands each, are being laid along the road. This road is within the restricted area and is heavily guarded.
2. Work on an extensive road construction program was started by the Wismut Corporation in September 1949. The improvement of the Eibenstock-Johann-Georgenstadt road had to be completed under adverse weather conditions by 1 May 1950. This road, which is an important North-South route, is now capable of carrying the heaviest loads. Subsequently many highways in the mining district were provided with hard surfaces, as were many forest roads. The entire road construction program met with great technical and financial difficulties. The Wismut Corporation owned one group of sub-contractors no less than 200,000 eastmarks. The roads which were newly-constructed or improved were designed to facilitate the approach to the most productive mines such as Mine 279, Stalin Mine, Johanngeorgenstadt-Breitenbrunn, Mine 205 about 10 km south of Johanngeorgenstadt, and Mine 278 near Gruenstaadtol. **

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Comment. The construction of a second track on the Aus-Schwarzenberg-Johanngeorgenstadt line was reported previously.

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The Aus-Schwarzenberg section was completed by 21 July 1950.

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The entire project is scheduled for completion by 31 December 1950.

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The construction of a second track as far as Karlsbad in Czechoslovakia was not originally planned. However, it is possible that the line is to be connected with the trunk line between Aussig and Eger.

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* Comment. National Highway No 296 was a typical mountain road with a hard but narrow surface, many curves and steep grades. The mines all over the surrounding terrain need a connection to the available road system.

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